

AETC T-6A AERIAL DEMONSTRATION TEAM

AIR SHOW GUIDE



March 2005

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CHAPTER 1 – GETTING STARTED

1. PURPOSE

a. Congratulations on receiving an Air Education and Training Command (AETC) T-6 Demonstration Team to support your air show. The purpose of this manual is to help ensure your event is a resounding success. We look forward to working with you in this endeavor.

2. OPEN HOUSE/AIR SHOW COMMITTEE MEMBERS

a. **Air Show Director** – The Air Show Director must read every section of this support manual and fully understand the contents and requirements. He/she will also sign the agreement form (Attachment 1) and send it to the Demonstration Team no later than 30 days prior to your event. If you are missing one or two items from the agreement, please send it anyway. You can call the team later and pass on the additional information.

b. **T-6 Demonstration Team Project Officer** – Experience has shown that having one focal point for funneling information between the show site and the T-6 Demonstration Team reduces the chances of miscommunication. We recommend naming one individual as your T-6 Demonstration Team Project Officer, and allowing that person to be the sole source of contact with your Air Show Coordinator. That doesn't mean your designated representatives can't call the Demonstration Team, but before making any schedule changes, representatives should coordinate with the T-6 Demonstration Team Project Officer.

(1). **The T-6 Demonstration Team Project Officer must read this manual** and be acquainted with the respective areas of responsibility. He or she should be able to discuss all details of your air show and the team's operational requirements. Details will include, but are not limited to, your schedule of events, FAA waivers, airfield/show site diagrams, billeting and transportation requirements, PR requests, maintenance equipment requirements, etc.

(2). The T-6 Demonstration Team Project Officer must be readily available for direct coordination at least **30 days prior** to the air show.

c. **Air Force Recruiter** – Recruiting quality candidates for military service is the heart of the AETC T-6 Demonstration Team's mission. It is essential that local recruiters take an active role in coordinating activities to enhance recruiting efforts. Recruiters must work closely with the host-site Public Affairs/Publicity Representative to gain maximum benefit from the team's visit. Please keep them in the loop during your planning. They are a valuable resource.

d. **Public Affairs Representative** – An effective publicity campaign is crucial to a successful air show. The Public Affairs Representative should write or distribute all pre-show publicity, arrange for media interviews, PR commitments, and live coverage of the air show. He or she is also responsible for coordinating with local USAF Recruiting Representatives, facilitating Air Force retention support, and coordinating all receptions, dinners, and public relations visits.

3. MAILING ADDRESS

a. Routine inquiries prior to approval of a final schedule should be through the NAF Chief of the AETC Demo Teams (para (3) below). Following final schedule confirmation, send all letters, e-mails, and packages to the appropriate T-6 Demonstration Team POC that is scheduled to support your air show. Due to the possibility of mail delays, send important information by priority mail in sufficient time to reach the proper party before the suspense date. In lieu of priority mail, you may fax or e-mail the information. The correct mailing addresses, phone and fax numbers, and e-mail address:

(1). T-6 Texan II West Coast Demonstration Team

Mailing Address: 1451 5th Street West, Randolph AFB, TX 78150-4509

Phone and Fax Numbers:

Pilots -- Phone (210) 652-3415 or DSN 487-3415

Fax: (210) 652-2969 or DSN 487-2969

E-mail Addresses: t6demoteam@randolph.af.mil

(2). T-6 Texan II East Coast Demonstration Team

Mailing Address: 8219 Knights Way, Suite 217, Moody AFB GA 31699-0001

Phone and Fax Numbers:

Pilots -- Phone: (229) 257-7228-29 /7245 or DSN 460-7228-29/7245

Fax: (229) 257-7230 or DSN 460-7230

Air Show Coordinator – (229) 257-7245 or DSN 460-7245

E-mail Addresses: t6demoteam@moody.af.mil

(3). NAF Chief, AETC Demo Teams

Mailing Address: 73 Main Circle, Ste. 1, Randolph AFB, TX 78150-4549

Phone and Fax Numbers: Phone (210) 652-6892 or DSN 487-6892

Fax: (210) 652-2110 or DSN 487-2110

E-mail Addresses: AETC.Demo@randolph.af.mil

CHAPTER 2 – THINGS WE NEED TO KNOW

1. AIR SHOW INFORMATION SHEET:

a. The Air Show Information Sheet (Attachment 2) contains essential information needed by the team. Please send it as soon as possible, but not later than **30 days before** your air show.

b. When filling out the information sheet, be sure to include the **full name and rank** (if applicable) of all individuals, and commercial and DSN phone numbers. If you are missing one or two items from the information sheet, please send it anyway. You can call the team later and pass on the information.

c. Please verify all telephone numbers and notify us immediately of changes.

2. SCHEDULE OF EVENTS: As soon as possible, please provide the Demonstration Team a detailed schedule of your air show. It should list all scheduled events and the times they will perform, from gates open to gates closed.

CHAPTER 3 – MAINTENANCE PERSONNEL ARRIVAL/MEETING

1. MAINTENANCE PERSONNEL ARRIVAL:

a. The T-6 Demonstration Team maintenance support personnel will usually arrive at your show before the pilots, usually the morning of the same day and no earlier than one-day prior. Only in extenuating circumstances will other arrangements be made.

b. Upon arrival, the maintenance personnel will need to have transportation arranged to pick them up from the airport.

2. MEETING: The senior maintenance representative will meet with the air show director/coordinator to discuss the team's schedule and review requirements of this manual. Please ensure a representative responsible for each area covered in the support manual is present, or someone who can answer all questions is present. Agenda items will include:

- a. Air show schedule
- b. Public affairs commitments
- c. Security for aircraft
- d. Maintenance equipment
- e. Recruiting support
- f. Transportation
- g. Flight line access
- h. Fire/disaster response
- i. Lodging

3. GROUND SURVEY OF AIR SHOW SITE: After the meeting, air show representatives will provide maintenance personnel a complete tour of the air show site and flight line.

4. INVENTORY OF MAINTENANCE SUPPORT EQUIPMENT: Maintenance personnel will inventory maintenance support equipment after the ground survey of the air show site.

CHAPTER 4 – HOUSING

1. LOCATION:

a. The air show will provide lodging for the T-6 Demonstration Team at no expense to the team. Please use the following guidelines.

(1). Provide a minimum of six rooms-for the team. Crew integrity is required. The team does **not** split into enlisted/officer quarters at military locations. Room reservations are the host billeting representative's responsibility. **The T-6 Demonstration Team cannot sign any rooming contracts.** The team may require additional rooms due to other circumstances/requirements for your show.

(2). Billeting the Demonstration Team with other air show performers is preferred. If other DOD Jet teams or ACC single-ship teams are at your show, then house the T-6 Demonstration Team at the same hotel.

(3). Reserve rooms under the T-6 Demonstration Team. Our experience has shown that billeting can be difficult to coordinate. Sometimes a team member may change on short notice, thus confusion may arise if rooms are reserved under individual names.

(4). Billet a convenient distance from the show site, or aircraft in the case of a staged show, as well as public relations commitments (30-minute maximum driving time preferred). Coordinate with team before making billeting arrangements.

(5). In the rare event the team's aircraft experience malfunctions, they may be forced to stay longer than planned. If that is the case, the team will require the rooms for as long as required at the air show's expense for only those individuals required to repair the aircraft. In any event, the team will make every effort to depart as soon as possible to minimize the expense to the show.

2. NECESSITIES:

a. The hotel the team stays at must accept VISA credit cards; Air Force regulations mandate their use for official business. In addition, all hotel rooms must have air conditioning, telephone, and data connections (normally phone jacks) for FAX and computer equipment, to enable essential information to be transmitted to and from deployed personnel.

b. Your billeting representative must coordinate with the hotel concerning local phone and 1-800 number charges. **If the local phone and 1-800 number charges cannot be waived, the show sponsor will be required to cover the cost.**

c. If the hotel charges for parking, arrangements must be made to have the charges waived. If the hotel will not waive the charges, the show sponsor will be required to cover the cost. Please provide a 1-800 telephone number for the hotel front desk (not the sales office).

d. Dining facilities, complimentary fitness facilities, and laundry/dry cleaners should be located nearby.

e. Team members should be able to cash personal checks at the hotel.

f. Ensure hotel is clean and in a quiet location, i.e., not near railroad tracks, heavily traveled thoroughfares, or heavy construction.

g. Please ensure all rooms are **non-smoking**.

CHAPTER 5 – TRANSPORTATION

1. GENERAL:

- a. The host transportation representative must ensure vehicle requirements are met.
- b. Funding for vehicles is the air show's responsibility.
- c. Provide the team three vehicles to carry maintenance toolboxes and equipment (two mid-size cars and one SUV). In order to accommodate maintenance equipment, request the SUV be a larger size and not a minivan.
- d. Insurance for rental vehicles used in the line of duty performance is covered by the government. If courtesy/non-rental vehicles are used, then the air show must provide the team with a release of liability (use Attachment 3).
- e. AETC T-6 Demonstration Team personnel do not provide rental contract information to show sites. It is the air show's responsibility to provide vehicles for the team.

2. VEHICLES: The host transportation representative must ensure that:

- a. Host personnel are briefed to release all required vehicles. Team will ensure all team members are qualified to operate rental or courtesy vehicles.
- b. All vehicles assigned for team use are available for the duration of their stay, including **a continued stay due to aircraft maintenance problems.**
- c. All vehicles assigned for team use are authorized unrestricted flight line, parking ramp, and on/off base
- d. All vehicles are in place, **fully serviced and fueled.**
- e. All vehicles are in good mechanical condition and dependable.

3. COURTESY CARS: If courtesy cars are used, it is essential the dealer/provider understand the limitations on advertisements. Dealers/providers may not in any way, before, during or after the team's visit, advertise that the courtesy cars were provided for AETC T-6 Demonstration Team use.

4. MAPS: Since most of the team members are not familiar with your city or base, please provide all vehicles with a map of the base and local community.

CHAPTER 6 – OPERATIONS

1. AIRFIELD DIAGRAM:

a. **Airfield Diagram** – Air Show organizers must provide the T-6 Demonstration Team with a diagram of their airfield/show site. The team should receive the airfield diagram **no later than 30 days before** the date of the air show.

b. For deployed shows, the team must have a diagram of the show site as well as the airfield from which the aircraft will deploy. As a minimum, your airfield diagram should depict:

(1). Show center location and coordinates.

(2). The complete aerobatic box.

(3). The entire show line and crowd line (with distance between them), and any secondary crowd lines.

(4). Parking locations and coordinates for arrival and the show.

(5). Magnetic (MAG) bearing of the runway, depiction of Magnetic North, and the scale of the diagram.

(6). Access routes to show center and aircraft parking.

2. SHOW LINE:

a. The show line should be an absolute straight path over the ground, located 1,000 feet in front of the crowd. If the crowd line is other than a straight line, the show line must be 1,000 feet from the closest spectator area. The demonstration pilot will use this line as a primary reference during the demonstration.

NOTE: Show line for non-aerobatic maneuvers (high speed pass, photo pass, etc) is a minimum of 500 feet from the closest spectator area.

b. All markers used to define the show line must be large, highly visible, easily identifiable, and with a stark color contrast to the surrounding terrain. (For military show sites, if the markers are to be placed within 1000' of an active runway or taxiway, check with airfield management to confirm whether the markers must be frangible to comply with airfield obstruction clearance policies.) **Markers must be in place prior to the first practice demonstration.**

c. Over water Show Line – For demonstrations flown over water, an artificial show line must be defined by markers as described above. In addition to being large and

highly visible, the markers must also be anchored to ensure they remain in the same position throughout the air show. You will need the assistance of the Coast Guard or Lake Patrol to ensure boats do not enter the aerobatic box during the T-6 demonstration.

3. SHOW CENTER:

a. Show center is the location the demonstration pilot uses to center each maneuver on during the demonstration. The team's primary desire is to position show center directly opposite the VIP seating area and centered along the length of the crowd line. If possible, locate show center in a highly visible area such as a taxiway or intersection of a runway. Show center should also be aligned, if possible, with a building, road, or other identifiable object, to allow the pilot to accurately annotate any aerial photographs.

b. Show center must be marked by a large, highly visible, easily identifiable object with a stark color contrast to the surrounding terrain. It must also be easily distinguishable from all other markers on the show line. If the show line is on the runway, the marker should be placed at least 100 feet off the runway so as not to interfere with takeoff or landing.

4. CROWD LINE:

a. The crowd line is a physical barrier preventing spectators from moving forward during an air show. **Snow or FOD fencing for the crowd line barrier is necessary.** This helps to prevent FOD from blowing onto the taxiways and runways.

b. The FAA requires that the aerobatic box be void of all people not specifically required for preparation of the demonstration.

5. AIRCRAFT PARKING (SHOW):

a. Please coordinate parking with the senior maintenance representative when he/she arrives to discuss jet blast safety and parking. The teams like to park as close as safety permits to the crowd line so the crowd can see the pilot and maintenance team at work.

b. The team requires that their aircraft be parked on a taxiway or ramp that is at least 75 feet wide. You should select an area that will give the pilot and maintenance personnel unrestricted access and movement. This will preclude them from frequently crossing active runways. Ensure the parking area has proper weight-bearing capacity. If you are in doubt, contact the T-6 Demonstration Team.

NOTE: The spare demonstration aircraft is **not a static display aircraft**, and general access will **not be permitted**.

6. WEIGHT-BEARING WAIVER: A weight-bearing waiver is required when your airfield weight bearing for a single wheel landing gear is less than 6,550 pounds. This is the minimum weight to support our aircraft.

7. RUNWAY/TAXIWAY SWEEPERS: The parking area and all taxiways and runways the team uses must be absolutely free of foreign objects, which could damage our aircraft engines and propellers. **It is mandatory that all surfaces (runways, taxiways, and ramps) be thoroughly swept before the team's arrival.**

a. Please **restrict helicopters and Harriers** from hovering over taxiways, ramps, and runways intended for the team's use, unless you have a good plan for cleaning up the area afterward. **It is absolutely essential that hovering not be performed over or near our parked aircraft.**

b. If you plan to use **pyrotechnics** anytime during the air show, ensure they are exploded far enough away to prevent blowing foreign objects on the team's aircraft or the runways and taxiways intended for the team's use. In addition, for safety considerations, **we cannot permit pyrotechnic performances closer than 500 feet** to the team's parked aircraft.

8. AETC T-6 DEMONSTRATION AIRCRAFT AIRSPACE USE: T-6 Demonstration Team aerobatic maneuvers need the following airspace.

a. Four-mile radius from show center, 4,500 feet AGL (2,500 feet AGL for the Low Show), and an aerobatic box of 3,000 feet deep by 4,000 feet long.

9. AETC T-6 DEMONSTRATION AIR SHOW:

a. **Time Period:** The T-6 aerobatic demonstration portion of your air show, ground and flying, lasts approximately 12 minutes. It is imperative that no other events be scheduled during this time.

(1). It is imperative that the AETC T-6 Demonstration Team Narrator has full control of the microphone and public address system five minutes prior to the scheduled takeoff.

(2). The team's takeoff must be no earlier than 1/2 hour after sunrise and no later than one hour prior to official sunset. If possible please schedule the T-6 demonstration for a time of day that will allow us to maximize our recruiting opportunities with the air show crowd. As a rule of thumb, avoiding the first two hours after gate opening would satisfy this request. The demonstration pilot's takeoff is approximately one minute after the narrator takes control of the microphone and your public address system.

(3). The actual flying portion is approximately 10 minutes long.

(4). The practice show will last the same amount of time as the actual show and will require the same FAA restricted airspace.

b. Communication:

(1). During the demonstration, the AETC T-6 Demonstration Ground Safety Observer will be in continuous contact with the pilot using their own radios.

(2). Please provide a podium and public address system with CD capability. The narrator needs this equipment to narrate the performance and play accompanying music.

(3). The T-6 Texan II is equipped with UHF and VHF radios. They use the UHF for inter-flight communications (i.e. ground support personnel) and VHF for ATC coordination.

c. Weather Limitations: One of the following shows will be flown, depending on the prevailing weather conditions:

(1) High Show – 4,500 foot ceiling, 3 miles ground and 5 miles in-flight visibility.

(2) Low Show – 3,000 foot ceiling, 3 miles ground and 5 miles in-flight visibility.

10. GENERAL INFORMATION:

a. The Demonstration Team requires a GPU (ground power unit), FIREX, tow vehicle and universal tow bar. No hydraulic or nitrogen cart required.

b. With the exception of the U.S. Army Golden Knights, the U.S. Navy Leap Frogs, the USAF STARS, and the Air Force Academy Jump Team, all landing zones for parachutist demonstrations must be at least 300 feet from the T-6 demonstration aircraft.

c. If radio-controlled model aircraft will operate during your show, they must not come within 300 feet of the team's aircraft, laterally or vertically.

d. If you plan to use a 500-foot show line for civilian performers, the T-6 Demonstration Team aircraft must be parked at least 300 feet from the 500-foot show line to avoid over flight of their aircraft.

e. If the Blue Angels or Thunderbirds are performing at your air show, the T-6 Demonstration Teams cannot fly the demonstration within 15 minutes of their scheduled pre-show start time.

f. Prohibit other teams from running engines during show narration, with the exception of other performers preparing to fly immediately after the T-6 demonstration.

g. Please do not allow concessions at your air show to sell helium-filled balloons; they are a threat to safe flying operations.

h. If hot-air balloons are a part of your air show, please ensure they are not inflated during the team's arrival, practice, or demonstration.

i. Please support demo team requests for VIP tickets.

j. Please ensure that the demo team has easy access to meals, water, and restrooms from the aircraft parking ramp area during the air show.

CHAPTER 7 – FAA WAIVER/NOTAMS

1. FAA WAIVER:

a. A waiver from the Federal Aviation Administration is required for the AETC T-6 Demonstration Team's aerobatic maneuvers during both the practice and actual air show demonstrations. You may, however, submit all waiver requests on the same FAA Form 7711-2, Application for Certificate of Waiver or Authorization. You should initiate the waiver at least **90 days** before your scheduled show date.

b. Your request for waiver **must not** be issued to the "AETC T-6 Demonstration Team" but must cite a representative of your organization in the "issued to" block of the waiver.

c. The T-6 Demonstration Team pilot will sign the waiver upon arrival at your air show.

2. DEMONSTRATION AND PRACTICE WAIVERS:

a. In order for the team to perform at your air show, you must request a waiver to the following FAA regulations.

(1). 91.117(a) – Aircraft speed in excess of 250 knots below 10,000 feet

(2). 91.117(b) – Aircraft speeds in an airport traffic area

(3). 91.119(b) – Minimum safe altitudes over congested areas (Military teams with approved maneuvers packages only)

(4). 91.119(c) – Minimum safe altitudes over other than congested areas, except not closer than 500 feet to persons

(5). 91.127 – Operating on or in the vicinity of an airport

(6). 91.129 – Operations at airports with operating control towers (when appropriate)

(7). 91.303 – Definition of aerobatic flight

(8). 91.303(c) – Aerobatic flight within a federal airway

(9). 91.303(e) – Aerobatic flight below an altitude of 1,500 feet above the surface

(10). Positioning turns for high performance aircraft operated by North American Demonstration Teams, regardless of the angle of bank or pitch attitude, but only as

necessary to complete the turn, are not considered to be air show aerobatic maneuvers.

b. As a minimum, waiver time for the practice and demonstration must begin **5 minutes before scheduled takeoff and extend for 30 minutes**. Although the actual demonstration only lasts approximately 10 minutes, the additional time is requested to allow flexibility for possible maintenance problems or weather conditions. Once again, these times are minimum. Additional time can be requested. Please ensure the required time blocks are accurately reflected on the waiver request. You could encounter unnecessary delays trying to obtain a new waiver.

3. NOTICE TO AIRMEN (NOTAMs):

a. Your airfield must be closed for the total time issued on the waiver for both the practice and actual aerial demonstration. This time includes closure to airlines at commercial or joint-use airfields. If you anticipate any conflicts, contact the T-6 Demonstration Team.

b. Ensure a NOTAM is issued at least **48 hours in advance** for both practice and actual demonstration waivers. It is of the utmost importance to not only provide a NOTAM closing the airfield, but to include the closure requirements of 4 NM from show center and 4,500 feet AGL for practice or demonstration.

Sample NOTAM (for practice or demonstrations)

Airspace surface to _____ MSL closed within 4 NM of _____

Airfield/TACAN from _____ Z to _____ Z on _____ (date).

4. TEMPORARY FLIGHT RESTRICTION (TFR): Due to numerous incursions over the last few years, TFR areas are now approved and recommended for AETC T-6 Demonstration Team aerial demonstrations. Please establish your 4 NM airspace ring as a TFR. This can be done through your local Flight Standards District Office (FSDO). Refer any questions to the Aviation Safety Inspector (National Air Show Coordinator) (Operations), at (202) 267-3437.

CHAPTER 8 — AIR TRAFFIC CONTROL

1. **HAZARDS:** Please provide the T-6 demonstration pilot a sectional chart and advise on any hazards in the local area that are not readily known to transient aircraft. This information must be provided to the pilots prior to their arrival at your show site.

2. **RUNWAY BARRIERS:**

a. If your show site has arresting cables, there must be at least 4,000 ft of available runway between raised cables. The T-6 can taxi over a raised cable but it cannot roll over a raised cable during takeoff roll.

3. **LOCAL AIRPORTS:** Please make sure you contact all airports within a 5 NM radius of your airfield to ensure they are shut down during the time periods specified in the FAA waiver.

CHAPTER 9 – MAINTENANCE

1. GENERAL: The air show is responsible for obtaining and arranging for the required support listed in this manual, and for covering the costs involved in obtaining and transporting the equipment and materials. Please provide the T-6 Demonstration Team with a filled in copy of Attachment 1 at least **30 days** prior to your show date.

2. FOREIGN OBJECT DAMAGE (FOD) CONTROL:

a. FOD refers to damage to aircraft components, i.e., flight controls, tires, or engines, by foreign objects such as loose gravel, nuts, bolts, etc.

b. All aircraft are susceptible to FOD. Pieces of ice as small as 1/4", or material as soft as cloth, can damage the engine and propeller. Because of that, **please make sure all surface areas where the teams operate are swept and cleaned prior to their arrival**, and that **these areas remain clean during their stay**. Do not use sweepers that have steel bristles.

c. **Snow fencing** will aid in preventing FOD from blowing onto the runways/taxiways when it is erected so that it touches the ground. Orange, nylon FOD fencing is an acceptable alternative to snow fencing along the crowd line.

3. FUEL REQUIREMENTS: Aircraft require either JP-4, JP-5, JP-8, JP-8+100, Jet-A, Jet-A-1, or Jet-B. Fuel must contain a fuel system icing inhibitor. Fuels not containing an inhibitor must have MIL-DTL-85470 fuel system icing inhibitor added in proportions not less than 0.10% nor more than 0.15% by volume (1/2 pint icing inhibitor for every 50 gallons of fuel yields 0.13% by volume). The additive, fluid or spray, should be mixed with the fuel while refueling. The fuel must be fuel-lab certified and provided by a certified vendor.

a. Military sites – Fuel will be purchased using the DOD fuel card for each respective aircraft.

b. Civilian sites – AF regulations only allow the T-6 Demonstration Teams to pay the current government rate for fuel. It is essential that you communicate this requirement to your fuel provider. Any additional cost for fuel above the government rate will be the responsibility of the air show.

c. Fuel quantities – The T-6 Demonstration Teams require the following amounts of fuel (contingent upon their schedule at your location):

(1). T-6 Demo Aircraft: Filled to 600 pounds/90 gallons of fuel per demonstration (uses approximately 200 pounds/30 gallons for each demonstration flow).

(2). Both T-6's: Filled to 1,128 pounds/170 gallons of fuel for departure (approximately 140 gallons will normally be required for top-off).

4. MAINTENANCE EQUIPMENT REQUIREMENTS:

a. The following maintenance equipment is **required for all** T-6 Demonstration Teams. Ensure equipment is compatible with the aircraft type (A-10, F-15, or F-16) participating in your air show.

(1). Tow vehicle

(2). 150 LB HALON or CO2 Fire Extinguisher

(3). Universal Tow Bar

b. The following maintenance equipment is **highly desired for** T-6 Demonstration Teams. If on-hand, ensure equipment is compatible with the aircraft and readily available.

(1). 24-Volt Portable DC Power Supply

CHAPTER 10 – SECURITY

Unless on the AETC pre-approved list

(<https://www.aetc.af.mil/do/dof/download/dofr/airfields.htm>), we cannot RON at the civil side (FBO) of a joint-use airfield without OG/CC approval. The OG/CC, or equivalent, may approve a one time RON at the civil side of a joint-use field that is not on the pre-approved AETC list provided security in the following areas are met:

- Controlled entry
- Surveillance
- Law enforcement or security response processes

1. CONTROLLED ENTRY/CROWD SECURITY:

a. One of the most difficult areas of your air show is crowd security. Well-organized crowd control is essential to ensure the safety of spectators and to satisfy FAA requirements. A point of controlled entry, or similar means to prevent unauthorized entry to the airfield or aircraft is required.

b. For effective crowd security, the security/law enforcement officer must:

(1). Ensure sufficient law enforcement/security personnel are posted to handle the anticipated crowd and set up a physical barrier, preferably snow fencing or FOD fencing, which acts as a crowd line. All spectators must remain behind this crowd line. Be prepared for spectators, especially children, to start moving forward unless strict control is exercised.

(2). Ensure members of the security/law enforcement team are on hand early, and positioned at specific intervals along the crowd line, to ensure the integrity of the intended crowd line is maintained.

(3). Brief the air show security team on all procedures for the air show.

2. SURVEILLANCE/AIRCRAFT SECURITY: Security for AETC T-6 demonstration aircraft at military installations will be in accordance with AFI 31-101, *The AF Installation Security Program*, paragraphs 14.5 and 14.6 or AFJI 31-102, *Physical Security Program*, (formerly AFR 207-4). The security forces/law enforcement representative must coordinate all matters of aircraft security. He or she must:

a. Arrange for around-the-clock protection of AETC T-6 Demonstration aircraft from arrival until departure. No one is authorized to be on or around our aircraft without a T-6 Demonstration Team member escort.

b. Throughout all periods at civilian airports when T-6 Demonstration Team personnel are not present, the following requirements must be met.

- (1). Aircraft will be surrounded by a rope or raised barrier.
- (2). A security patrol provides 24/7 surveillance capability through periodic manned patrols, video monitoring, etc..
- (3). Provide additional security requirements, such as hangaring the aircraft, if requested by the team due to current world situation and security force levels.
- (4) During Force Protection Condition "CHARLIE" and higher, or when security cannot be arranged at the air show location, cancel the mission or route the aircraft to a safer location to remain overnight.

3. LAW ENFORCEMENT OR SECURITY RESPONSE PROCESSES.

- (1) Ensure there are processes for law enforcement or other security response in the event of an airfield or aircraft intrusion.
- (2) The security forces/law enforcement representative must coordinate communications capability and procedures for requesting emergency assistance from local military or civilian police as appropriate for the air show location.

CHAPTER 11 — PUBLICITY

1. PUBLICITY IDEAS:

a. An effective publicity campaign is paramount to a successful air show. The following ideas are some of the various ways to enhance your publicity campaign.

(1). Since recruiting is at the heart of the AETC T-6 Demonstration Team mission, contact your nearest USAF Recruiter as soon as possible. You will find recruiters can be very helpful in publicizing your air show, and may give you other insights into successful “blue-suit” promotion techniques.

(2). Invite as many media representatives as possible to be present for the practice demonstration. This is a good time for planeside team interviews. Do **not** advertise the practice as an official demonstration.

(3). Practices are excellent for hosting groups, which would otherwise have difficulty seeing the actual demonstrations (handicapped, elderly, veterans, etc.). In particular, the T-6 Demonstration Team would like to extend an invitation to Make-A-Wish chapters and similar groups to attend the practice. With proper arrangements, Make-A-Wish/special needs guests will have a special opportunity to meet the pilots and other team members, take photographs and receive autographs. Notify the team if you plan for any special groups to attend the practice. The teams will allot specific time in their itinerary to meet with these groups.

(4). Encourage radio and TV coverage of the air show.

(5). Encourage telephone interviews with our team members before your air show.

CHAPTER 12 – PUBLIC APPEARANCES

1. COORDINATION:

a. All public appearances must be coordinated with the T-6 Demonstration Teams at least **15 days** before their scheduled appearance. Please realize, for planning purposes, it is best to know that everything the T-6 Demonstration Team does outside of the aerial demonstration is a public appearance. That includes talk show interviews, hospital visits, receptions, and air show parties.

b. **Never** commit the team to an activity or event unless it has been approved in advance.

c. Air Force Recruiting Representatives should be allowed to participate in the planning and participation of all public appearances.

2. AVAILABILITY:

a. Due to crew rest and demonstration preparation, the T-6 Demonstration Pilot may not be available for public appearances on the day of your air show, except for post-show receptions. However, the team will make every effort to schedule another team member to accommodate a pre-airshow public appearance.

b. All public relations commitments must be within a maximum of **30 minutes** driving time from the hotel.

3. REQUIRED INFORMATION:

a. We request the following information for each public relations event.

(1). Name of Event – Visits to schools (medical schools, universities, high schools), hospitals, golf matches, buffets, dinners, interviews, etc. The team likes to make as much contact with children as possible. Please explore the schools, summer camps, and youth organizations first.

(2). Location of Event – The team needs a complete street address, to include zip code.

(3). Date/Time of Event.

(4). Host/Hostess/Sponsor – Please identify the individual or organization sponsoring the event and include their work, home and cell phone numbers.

(5). Description – A brief description of what the event sponsor/host would like the team to do while at the event. An estimate of how many will be present at the event is also required.

(6). VIPs/Dignitaries Attending – The team needs to know who is attending any event, such as the mayor, civic dignitaries, military officials, etc.

(7). Driving Time – Because of the team's tight schedule, they need to know how long it will realistically take to drive from the hotel to the public relations events. Please err on the liberal side when estimating driving times, allowing for traffic, stop lights, parking, etc.

CHAPTER 13 – AIR FORCE RECRUITING

1. GENERAL:

a. Recruiting is at the heart of the AETC T-6 Demonstration Team mission. Therefore, it is essential that air show project officers work closely with the local recruiter squadron commanders, flight chiefs, and community recruiters to get the most out of the team's visit. If possible please schedule the T-6 demonstration for a time of day that will allow us to maximize our recruiting opportunities with the air show crowd. As a rule of thumb, avoiding the first two hours after gate opening would satisfy this request.

b. Recruiting Service should assign a project officer/NCO for each air show. Recruiting Service will contact your air show project manager and public affairs representative to coordinate their participation.

2. SUPPORT: We request you give full support to DoD recruiting efforts. Such support should include, but not necessarily be limited to:

a. Coordinating with local U.S. Air Force Recruiting personnel,

b. Providing prime space for the recruiting display booth, Recruiting Outreach Vehicle, or Air Force Experience,

c. Setting up/coordinating public appearances with support from Recruiting Service personnel,

d. Inviting Recruiting Service personnel to all official functions in which the T-6 Demonstration Team will participate,

e. Arranging for enlistments/reenlistments.

3. CONTACTS: To locate an Air Force Recruiting advisor near you on the Internet, go to: <http://go.mappoint.net/airforce/PrxInput.aspx>

CHAPTER 14– Music Licensing

1. GENERAL: The music industry has increased its concern to ensure they are paid when copyrighted music is played. Therefore, the United States Air Force requires that any U.S. air show -- civilian or military -- hosting an Air Force aircraft demonstration must secure the necessary music licenses for broadcast of pre-recorded copyrighted music over public address speaker systems. On behalf of all U.S. air shows, the International Council of Air Shows (ICAS) has negotiated a rate of \$150 per public air show day from BMI and ASCAP and \$60 per air show weekend from SESAC. These rates are not controlled or negotiated by the USAF and are subject to change. (Note: This rate applies only to music broadcast over the public address system during the air show portion of the program and does not provide the show with the right to use pre-recorded music at concerts or other non-air show special events held in conjunction with the air show.) Each event organizer should secure music licenses from BMI, ASCAP and SESAC and provide proof of licenses to the teams **NLT 30 days prior** to the event to allow for rescheduling.

2. CONTACTS TO OBTAIN LICENSES:

a. For BMI licenses, contact William L. Grothe, Senior Director, General Licensing, BMI, 10 Music Square East, Nashville, Tennessee 37203, phone 877-264-2137, e-mail bgrothe@bmi.com

b. For ASCAP licenses, contact Kevin Garrelts, Director, Account Services, ASCAP, 2690 Cumberland Parkway, Suite 490, Atlanta, GA 30339, phone 800-505-4052, e-mail KGarrelts@ascap.com

c. For SESAC licenses, contact Tim Hoynes, Director, General Licensing, SESAC, Inc., 55 Music Square East, Nashville, TN 37203, phone 800-826-9996, e-mail thoynes@sesac.com

CHAPTER 15– TEXAN FLIGHT

1. GENERAL:

a. The Texan Flight reflects our pride in airpower from past to present. Following the overwhelming response during our inaugural season, AETC initiated a formal program to continue these flights into the future --The AETC Texan Flight Program. Our demonstration pilots are the best in the Air Force and we have naturally aligned them with the best civilian warbird pilots. AETC T-6A Demonstration Pilots and the 19th AF approved civilian Texan Flight Pilots flying vintage Texans are the only pilots allowed to conduct Texan Flights. The FAA also endorses this program and the pilots mentioned above.

b. The Texan Flight consists of five formation passes that will add approximately eight additional minutes to the AETC T-6 Demonstration. The Texan Flight is normally a two-ship formation but can be a four-ship formation depending on how many Texan Flight Pilots are booked at your show. The AETC T-6 Demo Team Narrator will handle additional narration. The civilian Texan Pilots and their aircraft operate as a part of the T-6 demo team. Therefore, special consideration should be paid to logistical requests that might be needed to safely launch, fly, and recover the Texan Flight. The final word on all Texan Flight operations at the air show site will be made by the AETC T-6A Texan II Demo Pilot, as per AETC's Texan Flight rules and regulations.

c. It is critical that the Airboss understands that there will be no takeoff or landing activity, except for those aircraft involved in the Texan Flight, permitted during the Texan Flight. This includes any time from takeoff, rejoin, and formation passes through the landing phase of the Texan Flight. The Airboss should not make any requests over the radio to the Demo or Texan pilots to allow such takeoffs or landings. Takeoffs and landings by other aircraft, as well as excess radio chatter to make such requests, only distract the pilots and may pose an unnecessary risk to their flight profiles.

d. AETC funds the Texan Flight. Unless restricted by other mission requirements, a Texan Flight will be scheduled for all approved events. You are responsible for supporting the Texan Flight with a room, vehicle, air show fuel/oil, and other miscellaneous support items listed in the following paragraph. Initial support for the civilian Texan Flight Pilots is coordinated directly with event sponsors via the lead civilian. You will be provided the name and contact information for the assigned vintage Texan pilot by the lead civilian Texan pilot following approval of the schedule.

e. The civilian Texan Flight pilots will be afforded the same support as the AETC T-6A Texan II single-ship Demonstration team. Please contact the Texan Flight pilot directly to determine specific requirements regarding:

1). Lodging. (Note: If lodging is on base, then ensure you provide appropriate DV lodging for retired field grade officers that are part of the Texan Flight program. Please coordinate smoking/no smoking room preferences with the assigned Texan pilot.)

2). Vehicle.

3). Fuel/Oil:

Air show fuel and top off before they depart - 180 gallons 100 LL

and

Engine Oil - ~3 gallons Aeroshell 120W **or** 120 (no w) (verify with pilot)

4). Texan Flight aircraft must be parked near the T-6A Texan II single-ship demonstration aircraft. (NOTE: If the single-ship T-6A is required to stage and the vintage Texan is not, park the warbirds at the show site.)

5). Their names on an access list, or provide them a badge, to make it easy to get to and from their aircraft and anywhere on the flight line.

6). Hangar space in the event of severe weather (hail, etc.)

7). Have ability to safely tow aircraft – split tow bar (tail dragger)

2. COORDINATION:

a. Initial coordination should be accomplished through:

Mr. Bill Collins
(817) 868-0102
t6flyboy43@sbcglobal.net

Contact info for the assigned Texan pilot will be provided following completion of the scheduling process.

ATTACHMENT 1

AIR SHOW DIRECTOR PLANNING AND RESPONSE SHEET DUE 30 DAYS PRIOR TO AIR SHOW

FROM: (Air Show Director)

TO: AETC T-6 Demonstration Team

SUBJECT: Air Show Support for (Type) AETC T-6 Demonstration Team

I have reviewed the support manual and checklist below and completed all appropriate items for the (Type) AETC T-6 Demonstration Team

Chapter 2 – Things We Need To Know

- ☐ Air Show Information Sheet
- ☐ Schedule of Events

Chapter 3 – Maintenance Personnel Arrival/Meeting

- ☐ Meeting – Time _____, Place _____

Chapter 4 – Housing

- ☐ Hotel _____, Phone Number _____
- ☐ No more than 30-minute driving time from show site
- ☐ Accepts VISA cards
- ☐ Local phone and 1-800 number charges waived or costs defrayed
- ☐ Parking charges waived or costs defrayed
- ☐ Dining and complimentary fitness facilities, and laundry/dry cleaners nearby
- ☐ Team members can cash personal checks
- ☐ Clean and quiet
- ☐ Non-smoking rooms

Chapter 5 – Transportation

- ☐ Three fully fueled and serviced vehicles (One minivan and two mid-size cars)
- ☐ Release of liability for courtesy/non-rental vehicles
- ☐ Authorized unrestricted flight line, parking ramp, and on/off base use

Chapter 6 – Operations

- ☐ Airfield diagram
- ☐ Show line

- () Show center
- () Crowd line
- () Aircraft parking
- () Weight-bearing waiver (as applicable)
- () Runway/taxiway sweepers
- () Demonstration aircraft airspace use
- () Communications equipment
- () Demonstration not scheduled to within 15 minutes of Blue Angels or Thunderbirds pre-show start time (as applicable)
- () Balloons
- () VIP Tickets

Chapter 7 – FAA Waiver/NOTAMS

- () FAR 91.117 (a) – Airspeed in excess of 250 knots below 10,000 feet
- () FAR 91.117 (b) – Aircraft speeds in an airport traffic area
- () FAR 91.119 (b) – Minimum safe altitudes over congested areas
- () FAR 91.119 (c) – Minimum safe altitudes over other than congested areas, except not closer than 500 feet to persons.
- () FAR 91.127 – Operating on or in the vicinity of an airport
- () FAR 91.129 – Operations at airports with operating control towers (when appropriate)
- () FAR 91.303 (c) – Aerobatic flight within a federal airway
- () FAR 91.303 (e) – Aerobatic flight below an altitude of 1,500 feet above the surface
- () Airspace 4 NM radius from show center
- () Airspace surface to 7,000 feet AGL for A-10, and 15,000 feet AGL for F-15/16.
- () NOTAMs
- () TFR

Chapter 8 – Air Traffic Control

- () Hazards
- () Runway Barriers
- () Notification of local airports within 5 NM of airfield

Chapter 9 – Maintenance

- () FOD Control
- () Aircraft engine oil samples (same day)
- () Fuel requirements
- () Maintenance equipment

Chapter 10 – Security

- ☐ Controlled Entry
- ☐ Surveillance
- ☐ Law Enforcement or Security Response

Chapter 12 – Public Appearances

- ☐ Event information

Chapter 13 – Air Force Recruiting

- ☐ Enlistment/Reenlistment Ceremony (if applicable)
- ☐ Coordinate with Air Force Recruiting personnel
- ☐ Prime space for recruiting display booth, Recruiting Outreach Vehicle, Air Force Experience

Chapter 14 – Music Licensing

- ☐ Obtained from all three agencies and proof forwarded to demonstration team(s)

Chapter 15 – Texan Flight

- ☐ Contacted individual Texan Flight pilot to determine specific requirements
- ☐ Asked Texan Flight pilot if he wants a copy of this information sheet
- ☐ Texan Flight requirements outlined in chapter 15
 - ☐ Lodging
 - ☐ Vehicle
 - ☐ Fuel/Oil
 - ☐ Parking
 - ☐ Flight Line Access
 - ☐ Hangar space
 - ☐ tow capability

Air Show Director Signature

Date

Air Show Director Printed Name

ATTACHMENT 2 – Air Show Information Sheet

Air Show Title _____ Site/Location _____

Current Show Date and Takeoff Time _____

Base Operator

DSN:

CMCL:

Command Post

DSN:

CMCL:

Base Operations

DSN:

CMCL:

WG/CC Name: _____ OG/CC Name: _____

DSN:

CMCL:

DSN:

CMCL:

AETC T-6 DEMONSTRATION TEAM PROJECT OFFICER:

NAME:

DSN :

CMCL :

E-MAIL :

FAX :

AETC T-6 DEMONSTRATION TEAM MAINTENANCE REPRESENTATIVE:

NAME :

DSN :

CMCL :

E-MAIL :

FAX :

Air Show Director : _____ Billeting/Housing Rep : _____

DSN:

CMCL :

FAX :

DSN:

CMCL :

FAX :

Trans Rep : _____ Air Boss: _____

DSN :

CMCL :

FAX :

DSN:

CMCL:

FAX:

Local USAF Recruiter Name : _____

DSN :

CMCL :

E-MAIL :

ATTACHMENT 3 – RELEASE OF LIABILITY FOR COURTESY/NON-RENTAL
VEHICLES

1. If courtesy/non-rental vehicles are being used, please return this letter upon completion. If rental vehicles are used, the U.S. Government will insure all members of the Demonstration Team while they're operating rental vehicles. Team members may or may not be covered with their own insurance when they operate courtesy/non-rental vehicles; therefore, the requirement for this letter.
2. During the air show at _____, all members of the AETC T-6 Demonstration Team who operate courtesy/non-rental vehicles provided by the host are released from liability for damages incurred on these vehicles NOT involving a citation for improper operation. Intentional damages will still be the individual's responsibility when citation is not an issue.
3. Any questions concerning this issue should be directed to the Demonstration Team.

Show host endorsement and concurrence:

Concur / Non-concur
(Circle appropriate one)

Signature of Air Show Director

Date

Printed Name of Air Show Director